

# State of Nevada Transportation FACTS AND FIGURES

## January 2009

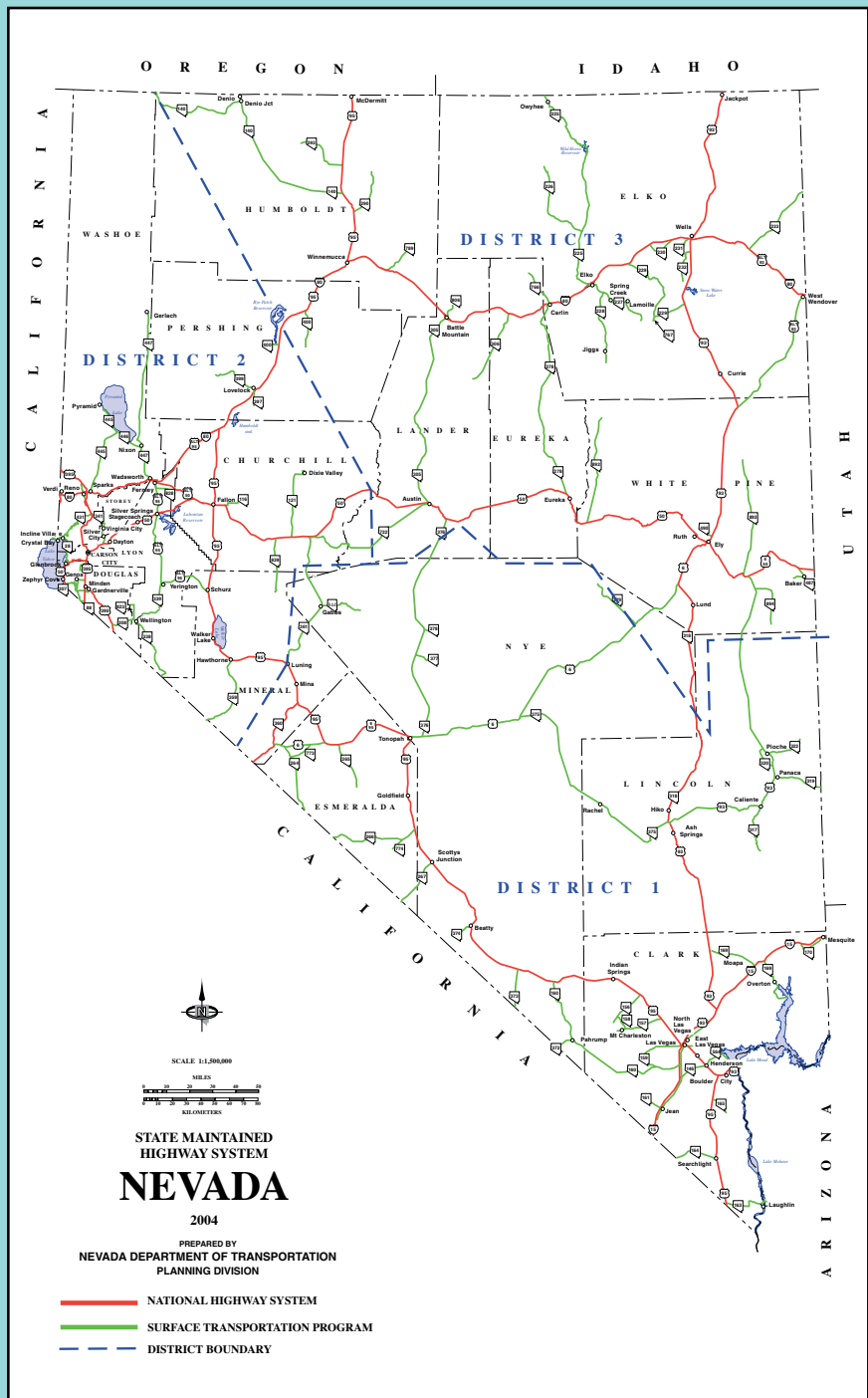


State Route 227 extends to the base of the Ruby Mountains southeast of Elko. Known as “Lamoille Highway”, the road is an example of Nevada’s network of vital rural roads, and a showcase of the state’s natural beauty.



Prepared by: Operations Analysis Division  
of the Nevada Department of Transportation  
Jim Gibbons, *Governor*  
Susan Martinovich, P.E., *Director*

[www.nevadadot.com](http://www.nevadadot.com)



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## OUR MISSION

Providing a better transportation system for Nevada through our unified and dedicated efforts.

## OUR VISION

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

## OUR CORE VALUES

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

## OUR GOALS

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.



As seen over the wings of an airplane, the sun attempts to peak above the clouds and signal the start of another scenic Nevada day.

## DIRECTOR'S MESSAGE

Today, perhaps more than ever, Nevada depends on a strong transportation system for the commerce and mobility to support economic stability and job growth. The Nevada Department of Transportation proudly supports the state's economic, environmental and social needs by planning, building and maintaining nearly 5,400 miles of state roadway and a top-ranked bridge system.

The state, and nation, face funding deficits. Transportation projects are needed to accommodate Nevada's ever-growing population, while funding is not there. One possibility is public-private partnerships allowing NDOT to partner with private enterprise in financing and building needed transportation improvements. The Department's Pioneer Program will set extensive oversight and guidelines for any potential public-private partnerships, ensuring they are in the best interest of Nevadans.

The true value of a transportation agency is often written in pavement. When completed, NDOT's I-15 design-build project will add lanes to the city's most vital thoroughfare, using an innovative design-build method to complete the project more quickly. The project joins other road improvements throughout the state that are increasing mobility for residents and visitors alike. Many other projects stand ready to go as funding becomes available.

Roadway safety remains a primary goal. NDOT has helped develop and champion the Nevada Strategic Highway Safety Plan in conjunction with our transportation and safety partners. The plan guides us in reducing Nevada traffic fatalities through driver education, engineering, enforcement and emergency service. Some immediate results include nearly 1,300 miles of centerline rumble strips to enhance safety on rural, two-lane roadways. Today, we are glad to report that traffic fatalities decreased in 2008. It is a positive milestone in our all-important mission to save lives.

As defined by 2007 legislation, NDOT reports quarterly on major project status and performance goals. These important performance goals include such vital tasks as streamlining project delivery and permitting, reducing state roadway congestion, continuing maintenance of state roads, and the all-important reduction of traffic crashes. NDOT is pleased to have these goals guide us in our dedication to Nevada transportation. We continue to successfully reach these measures each and every day.

As the state relies on NDOT for a strong transportation system, we proudly stand beside our fellow agencies, partners and communities to provide a top-ranked transportation system that supports Nevada's economy and mobility in a fiscally, socially and environmentally smart manner.

Susan Martinovich, P.E., Director

# MAJOR PROJECT INDEX

## Major Projects Begun In The Past Three Years

- Hoover Dam Bypass: new bridge @ Colorado River, \$230 Mil
- US 95 fm Laughlin Hwy to S of Searchlight (Phase IV). 4 ln divided hwy; \$55 Mil
- I-580 WA Co. - Winters Ranch to Mt. Rose Hwy: 6-lane fwy, \$393 Mil
- U.S. 395 Int. @ Clear Acre Lane & N McCarran Blvd.: new inter., \$30 Mil
- US 395, Carson Fwy, Fairview to E William (Phase 2A) , \$64.7 Mil
- US 50A fm 0.7 ME LY/CH to 0.8 MW Leeteville Jct (Phase 5); \$36 Mil
- S.R. 146 St. Rose Parkway: Phase 2B, \$12 Mil
- SR 160, Blue Diamond Rd –Decatur to Rainbow: widen to 8 lane, \$60 Mil
- U.S. 50 – fm Dayton to Chaves Rd.: Widen 2 to 4 lanes, \$11 Mil
- SR 573, Craig Rd fm Berg to Pecos; 4 to 6 lanes w/RR gr sep& int.; \$48.9 Mil
- I 15 N fm US 95/I 515 (Spaghetti Bowl ) to Craig; Widen to 10 lanes; \$240 Mil
- Horse Dr. @ US 95, Grand Canyon to Ft. Apache / 6-ln overpass w/int @ US 95; \$62 Mil
- I 80 fm 1.1 ME Moor Int. to 1.9 ME of Oasis Int., Cold Recycle, plantmix; \$37 Mil
- I 80 E of E Fernley Int. (Nevada Pacific Parkway Int.), New Int.; \$17.7 Mil
- I-15 Express Lanes, Southern Beltway to Sahara Avenue; \$25 Mil
- I-80 Fm 1.8 ME of LY/CH to Nightingale Int., Mill & Overlay; \$17 Mil
- I-15 Fm Logandale/Overton to E. Mesa Int., Mill & OL; \$21 Mil

## Major Projects Planned For The Next Three Years

- I-15 South Design-Build, SR 160 to Tropicana, Capacity Improvements; \$270 Mil
- US 95 Fm Rainbow Blvd. To Ann Road, Widen for HOV & Aux. Ln; \$155 Mil
- US 95 North @ CC 215, System to System Interchange; \$220 Mil
- US 395 Fm Moana to I-80, Northbound widening, capacity; \$70 Mil
- Hoover Dam Bypass - 1.8 M in AZ & 2.1 M in NV / Paving, Signs & Guardrail; \$20 Mil
- US 395, Carson City Freeway, (Phase 2B) R/W & Utilities, \$15 Mil
- MLK/ Ind. Rd. Connector - Palomino to Wyoming.: 6-ln overpass, \$120 Mil
- US 95 @ Summerlin Pkwy, HOV lane-System to System; \$40 Mil
- US 95 @ I-15, HOV lane-System to System and related improvements; \$440 Mil
- Horse Dr. @ US 95 fm Grand Canyon to Ft. Apache / 6-ln overpass w/int @ US 95; \$20 Mil
- SR 160, Blue Diamond Rd fm Durango to Red Rock Canyon; 2 to 4 lanes; \$12.3 Mil
- US 93 Boulder City Corr., fm US 93/95 to Foothill Gr Sep; R/W; \$30 Mil
- SR 28 Fm Ponderosa Ranch Road to US 50, Mill & OL; \$7.5 Mil
- I-80 Fm E. Winnemucca Int. to Golconda, Mill & OL; \$15 Mil
- I-80 Fm CH/PE line to Lovelock, Mill & OL; \$21 Mil
- SR 574 Cheyenne Avenue Fm US 95 to Nellis Blvd., Widening & OL; \$16 Mil
- I-80 Fm Rye Patch to Humboldt Interchange, Mill & OL; \$20 Mil
- I-80 Fm Dun Glen to PE/HU county line, Mill & OL; \$17 Mil
- SR 651, McCarran Blvd Fm 4th to 7th Street, Widen, Mill & OL; \$19 Mil
- FAST Package B1 & B2, I515/US 95, Fm I-215 South to Charleston; \$22 Mil
- SR 160 Fm SR 159 to Mountain Springs Summit, Widening; \$80 Mil

# TRANSPORTATION BOARD OF DIRECTORS

Chairman  
Jim Gibbons  
Governor



Brian Krolicki  
Lieutenant Governor



Catherine Cortez Masto  
Attorney General



Kim Wallin  
Controller



Paul Morabito  
District 2



Frank Martin  
District 1



Tom Fransway  
District 3



## ADMINISTRATION

1263 S. Stewart St.  
Carson City, Nevada 89712  
Phone : (775) 888-7440  
Fax: (775) 888-7201



Susan Martinovich, P.E.  
Director



Rudy Malfabon, P.E.  
Deputy Director  
Southern Nevada

Scott Rawlins, P.E., C.P.M.  
Deputy Director  
Chief Engineer



Rick Nelson, P.E.  
Asst. Director  
Operations

Kent Cooper  
Asst. Director  
Engineering



Robert Chisel  
Asst. Director  
Administration

Tracy Larkin-Thomason, P.E.  
Asst. Director  
Planning





## ENGINEERING DISTRICTS AND MAJOR MAINTENANCE STATIONS

### District 1

**LAS VEGAS** (702) 385-6500  
Fax (702) 385-6511

123 E. Washington Avenue  
Las Vegas, Nevada 89101  
Mary Martini, P.E.  
District Engineer

### Major Maintenance Station

**TONOPAH** (775) 482-2375  
Fax (775) 482-2310

805 Main Street  
Tonopah, Nevada 89049  
Steve Baer, P.E.  
Asst. District Engineer

### District 2

**RENO** (775) 834-8300  
Fax (775) 834-8390

310 Galletti Way  
Sparks, Nevada 89431  
Thor Dyson, P.E.  
District Engineer

### District 3

**ELKO** (775) 777-2700  
Fax (775) 777-2705

1951 Idaho Street  
Elko, Nevada 89801  
Kevin Lee, P.E.  
District Engineer

### Major Maintenance Station

**ELY** (775) 289-1700  
Fax (775) 289-1710

1401 East Aultman Street  
Ely, Nevada 89301  
Kathleen R. Weaver, P.E.  
Asst. District Engineer

### Major Maintenance Station

**WINNEMUCCA** (775) 623-8000  
Fax (775) 623-8038

725 W. 4th Street  
Winnemucca, Nevada 89445  
Dave Lindeman, P.E.  
Asst. District Engineer

Note: District boundaries are shown on the map on page 1.  
Maintenance stations and relative sizes are shown on page 51.



NDOT maintenance professionals install "candlestick" markers on U.S. 395 south of Reno to help delineate lanes and improve safety.

## KEY PHONE NUMBERS & WEB SITES

To call any state office in Carson City, Reno, or Las Vegas toll free from outlying areas, call and give the operator the extension you desire ..... **1-800-992-0900**

To call any state office from Las Vegas, call and give the operator the extension desired ..... **486-3000**

To call any state office from Carson City or Reno, call and give the operator the extension desired..... **684-1000**

### Road Construction & Winter Road Condition Information

All areas of the state .....511 or 1-877-NVROADS  
(1-877-687-6237)



Dialing 1-877-NVROADS also provides road information for adjacent states. Road information is also available on the Internet at: **www.nvroads.com**.

### Other Frequently Called Numbers

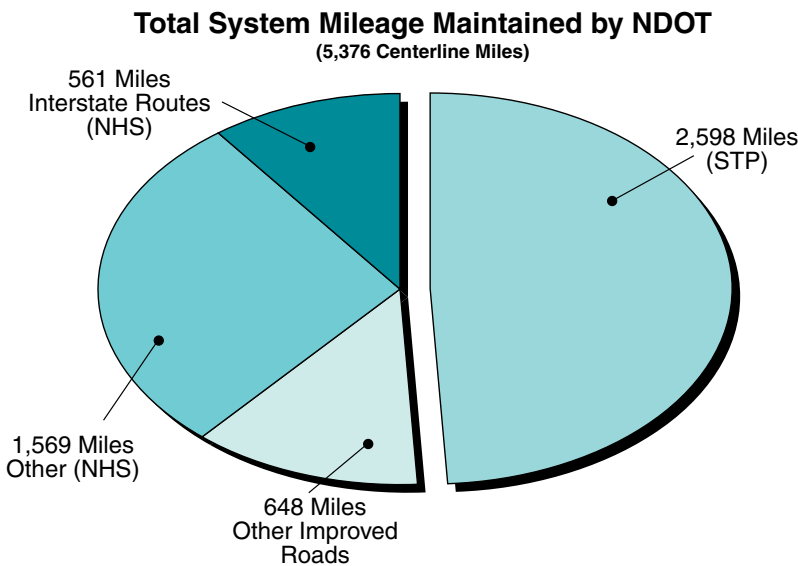
#### Public Information

Carson City..... (775) 888-7777  
Las Vegas..... (702) 385-6504  
Customer Service ..... (775) 888-7000  
Director's Office ..... (775) 888-7440  
Construction Plans and Specifications ..... (775) 888-7070  
Contract Bidding Results ..... (775) 888-7070  
Overdimensional Vehicle Permits..... (775) 888-7410  
or ..... 1-800-552-2127  
Maps..... (775) 888-7627  
Facsimile ..... (775) 888-7115  
ADA/504 Coordinator ..... (775) 888-7598  
NDOT online ..... **www.nevadadot.com**  
Search by Topic ..... **www.nevadadot.com/sitemap/**  
NDOT E-mail ..... **info@dot.state.nv.us**

# SYSTEM MILEAGE

There are two federal-aid highway systems: the National Highway System (NHS) and the Surface Transportation Program (STP). Most roads maintained by NDOT, and some maintained by other agencies, are federal-aid highways. Federal-aid highways carry the most traffic.

	NDOT Maintained	Locally Maintained	Statewide Total
<b>Federal Aid</b>			
NHS	2,130	27	2,157
STP	2,598	1,636	4,256
<b>Non-Federal Aid</b>			
Other Improved	648	19,022	21,333
Unimproved	0	7,631	6,127
<b>Total</b>	<b>5,376</b>	<b>28,496</b>	<b>33,872</b>



# SYSTEM DEFINITIONS

## NATIONAL HIGHWAY SYSTEM (NHS)

The NHS is a system of major federal-aid roads including all Interstate Routes, most principal arterials, the defense strategic highway network, and strategic connectors. Interstate Routes connect the principal metropolitan areas and industrial centers of America, serve the national defense, and connect suitable border points. The Interstate Routes, along with the other routes of the National Highway System, form the backbone of America's highway network.

FEDERAL AID

## SURFACE TRANSPORTATION PROGRAM (STP)

The STP includes federal-aid roadways that are not on the NHS but are functionally classified as principal arterials, minor arterials, major collectors, and urban collectors. Generally, these roadways link other improved roads to the NHS. Federal aid for the STP is flexible, and may be used for both NHS and STP roads.

IMPROVED ROADS

## OTHER IMPROVED ROADS

Improved roads that are not part of the NHS or STP are functionally classified mainly as local or rural minor collectors. These roads provide access to the NHS and STP. They are public facilities which are regularly maintained, but may be paved or unpaved. On the NDOT-maintained system, these roads include access, frontage, and state park roads. The cities and counties maintain improved roads that generally adjoin homes, businesses, and farms. Roads in this category are not eligible for federal aid, but do qualify for Nevada's gas tax distributions.

NON-FEDERAL AID

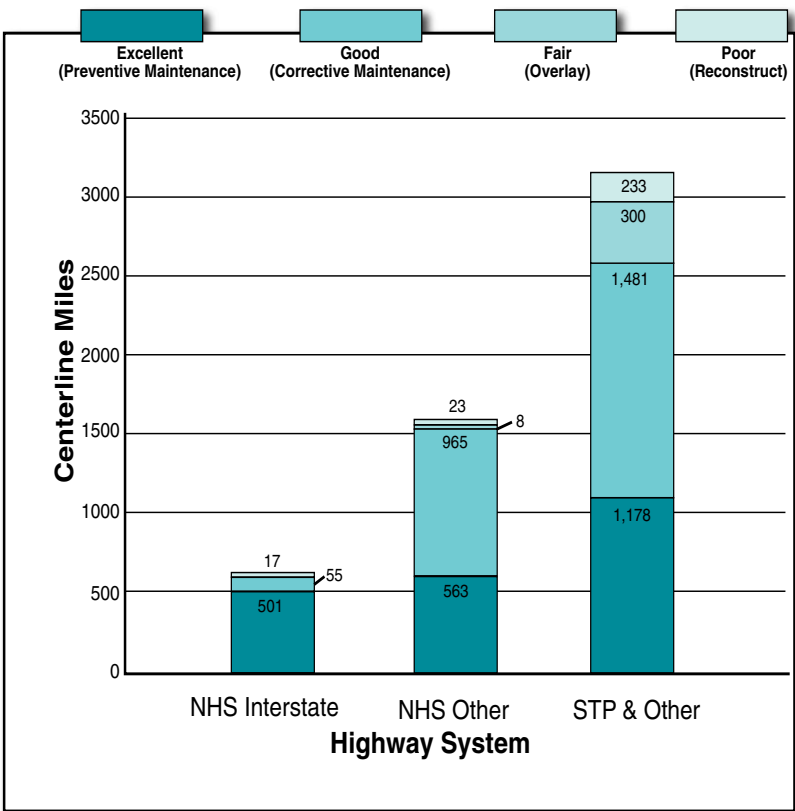
## UNIMPROVED ROADS

Unimproved roads are functionally classified as locals but are not regularly maintained. They carry a low volume of traffic and do not qualify for federal aid or Nevada's gas tax distributions.

# NDOT-MAINTAINED PAVEMENT CONDITION

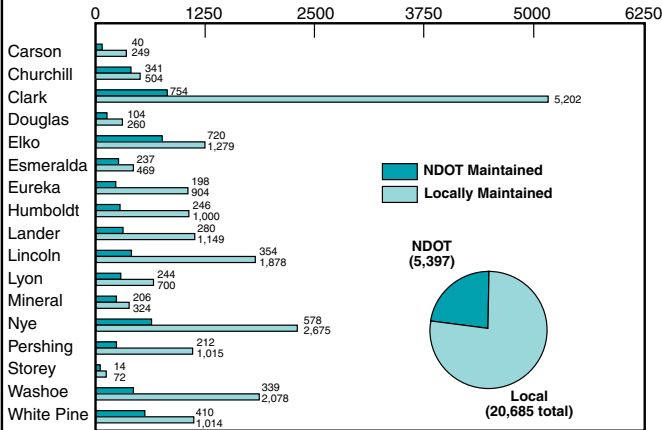
## CENTERLINE MILES BY SYSTEM - 2007

Condition (Required Treatment)



Note: System miles above may not match those on page 8 because not all roads have had their condition rated.

## 2007 Miles of Improved Road by County

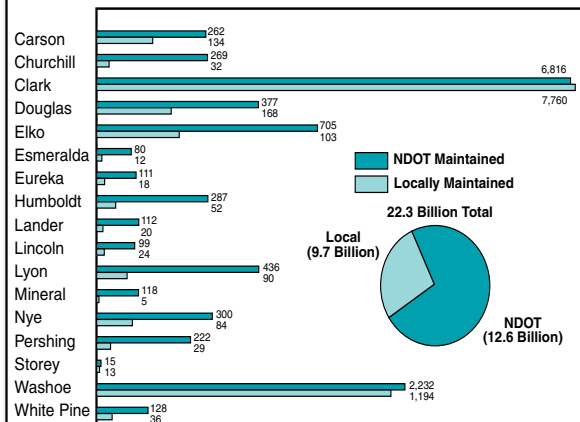


## VEHICLE MILES OF TRAVEL

Sixteen percent of all Nevada's roads are on the state-maintained system. However, this 16 percent carries 56 percent of the total vehicle miles of travel. The remaining 44 percent of travel is on systems maintained by county, city or other governmental agencies. Vehicle miles of travel on all Nevada roads exploded from 9 billion in 1990

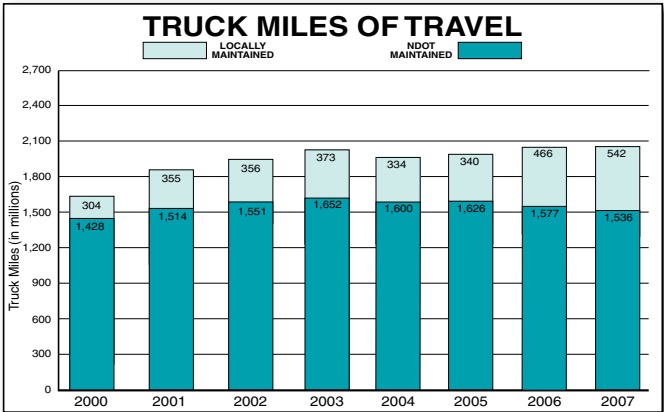
### 2007 Vehicle Miles of Travel by County

Millions of Miles



Continued on page 12

to 22 billion in 2007. The state-maintained system also carries 83 percent of all truck traffic and 87 percent of the heavy truck traffic.



The expertise and dedication of bridge inspectors have led Nevada bridges to continually be ranked as some of the nation's best.

## BRIDGES

A bridge is defined as an obstacle-spanning structure of more than 20 feet in length. Currently there are 1,916 public bridges in Nevada. The Nevada Department of Transportation maintains 1,092 bridges; 710 are maintained by federal, county, city or other governmental agencies; and 39 bridges are privately maintained.

### State-Maintained Bridges Needing Renovation by Deficiency

Seismic	Structural	Functional
132	19	133

# TRANSPORTATION FINANCING

## General

State highways maintained by the Nevada Department of Transportation are financed with highway-user revenue and federal funds. No General Fund (general tax) revenue is normally used. State and federal highway funds are principally derived from vehicle fuel tax and registration fees.

## Federal Highway Trust Fund

Fuel tax and other highway-user revenue collected by the federal government is placed in the Federal Highway Trust Fund. Congress allocates these funds to the states per provisions in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in 2005, and annual appropriations bills.

Federal funds are available only for reimbursement of expenditures on approved projects. Federal aid is not available for routine maintenance, administration, or other non-project related costs. To acquire federal funds, the state generally must pay 5 to 20% of the project's cost.

## State Constitutional Provisions

Article 9, Section 5 of the Nevada Constitution provides: "The proceeds from the imposition of any license or registration fee and other charges with respect to the operation of any motor vehicle upon any public highway in the State and the proceeds from the imposition of any excise tax on gasoline or other vehicle fuel shall, except costs of administration, be used exclusively for the construction, maintenance, and repair of the public highways of this state."

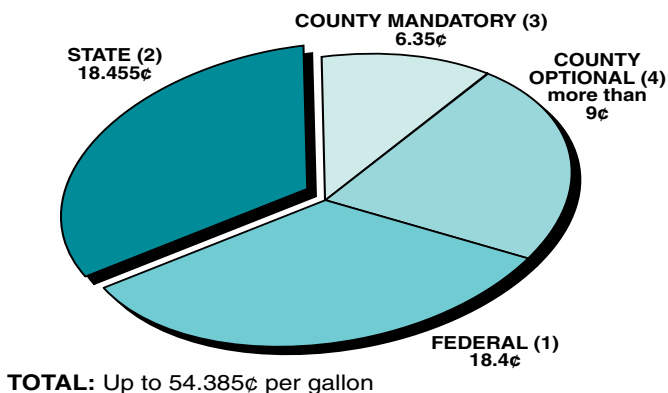
## State Highway Fund

The State Highway Fund was established by NRS 408.235. It is a special revenue fund established to account for the receipt and expenditure of dedicated highway-user revenue. The majority of the Highway Fund finances the Department of Transportation. However, the bulk of the operating costs of the Department of Motor Vehicles and the Department of Public Safety are also financed by appropriations from the Highway Fund. Typically, there are also minor appropriations or transfers to other agencies for their services, including the Department of Administration, the Attorney General, the Public Works Board, and the Transportation Services Authority.



## GAS TAX (PER GALLON)

**Legal Citation** Chapter 365, Nevada Revised Statutes



### 1. Federal

- 15.44¢ To Federal Highway Trust Fund for highways.
- 2.86¢ To Federal Highway Trust Fund for transit.
- 0.1¢ Leaking underground storage tank trust fund.
- 18.4¢ Total Federal Gasoline Tax.**

### 2. State

- 17.650¢ (NRS 365.175) This represents the State Highway Fund's share of the gas tax. It is administered by NDOT.
- 0.750¢ (NRS 590.840) For cleanup of petroleum discharges.
- 0.055¢ (NRS 590.120) Inspection fee for imported gasoline.
- 18.455¢ Total State Gasoline Tax**

### 3. County Mandatory

- 1.25¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles, except no county will receive less than they received in fiscal year 2003. Used for bond service, road construction maintenance and repair – not for administration.
- 2.35¢ (NRS 365.180 and NRS 365.550) Apportioned to counties: 2/3 per population and 1/3 per locally maintained road miles. In a county with incorporated cities, the counties and cities split the tax proceed

internally: 1/4 per land area, 1/4 per population, 1/4 per locally maintained road mile, and 1/4 per vehicle miles of travel. No county or city will receive less than they received in FY 2005. Used for bond service, road construction, maintenance and repair – not for administration.

1.75¢ (NRS 365.190 and NRS 365.560) Returned to county of origin. Apportioned between the county, towns with town boards (NRS 269) and incorporated cities according to property valuation. County valuation includes property within towns/cities. Used for bond service, road construction, maintenance and repair – not for administration.

1¢ (NRS 365.192 and NRS 365.196) Returned to county of origin. Apportioned by county to unincorporated areas and incorporated cities by population. Used only to repair or restore existing county/city roads and streets.

#### 6.35¢ Total County Mandatory Tax

### 4. County Optional

Up to 9¢ (NRS 373.030) Administered by the local Regional Transportation Commission. The maximum tax authorized is 9¢ per gallon. The rate in each county is shown below:

9¢ Carson City, Churchill, Clark, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Washoe, and White Pine;

6.5¢ Elko

4¢ Douglas, Esmeralda, Lincoln, Nye, Storey

Variable (N.R.S. 373.065) The 6.35¢ county mandatory and 9¢ county optional taxes have been indexed for inflation in Washoe County. The current effective rate is 2.18¢ per gallon.

### History

	Total Collections Mandatory/ Optional		State Share	County Share	County Option #	County Option *	RTC Option #	RTC Option *
1923	2.0¢		\$60,000					
1935	4.0¢		4.0¢					
1947	5.5¢		4.0¢	1.5¢				
1)- 1955	6.05¢		4.55¢	1.5¢				
1965	6.05¢	1.0¢	4.55¢	1.5¢				
1966	6.05¢	1.0¢	4.55¢	1.5¢				
1979	6.05¢	4.0¢	4.55¢	1.5¢				
1981	11.05¢	4.0¢	8.05¢	3.0¢				
1982	12.05¢	4.0¢	9.05¢	3.0¢				
1985	13.05¢	5.0¢	10.05¢	3.0¢				
1987	16.05¢	5.0¢	11.77¢	4.28¢				
1988	18.05¢	5.0¢	12.70¢	5.35¢				
2)- 1989	18.655¢	10.0¢	** 13.305¢	5.35¢	1.0¢			
1991	22.155¢	9.0¢	** 15.805¢	6.35¢				
1992	24.655¢	9.0¢	** 18.305¢	6.35¢				
1995	24.805¢	9.0¢	*** 18.455¢	6.35¢				
2003	24.805¢	>9.0¢	*** 18.455¢	6.35¢	3) varies			
#	By Ordinance							
*	Voter Approval							
**	0.6¢ to State Petroleum Cleanup Trust Fund							
***	0.75¢ to State Petroleum Cleanup Trust Fund							
					1)- 0.05¢ to Inspection Fee to 1989			
					2)- 0.055¢ to Inspection Fee since 1989			
					3)- Rate indexed to inflation			
					> means "more than"			

## SPECIAL-FUEL TAX (PER GALLON)

**Legal Citation** Chapter 366, Nevada Revised Statutes

### Diesel

Federal Tax	24.4 ¢
State Tax	27.75 ¢

### Propane (Liquefied Petroleum Gas)

Federal Tax	13.6 ¢
State Tax	22 ¢

### Methane (Compressed Natural Gas)

Federal Tax	4.3 ¢
State Tax	21 ¢

**Current  
Rates**

## Distribution (Cents Per Gallon)

Fuel	Federal Highway Trust Fund			State	
	Highway	Mass Transit Account	Leaking Underground Storage Tank	Highway Fund	Petroleum Clean-Up
Diesel	21.44	2.86	0.1	27.0	0.75
Propane	11.47	2.13	0	22.0	
Methane	3.44	0.86	0	21.0	

## History

Year	Total Tax	
1923	2.0¢	
1935	4.0¢	
1951	5.0¢	
1953	5.5¢	
1955	6.0¢	
1981	10.5¢	
1982	12.0¢	
1985	13.0¢	
1987	17.0¢	Natural and propane gas used as motor fuel @ 11.72¢
1988	20.0¢	Natural and propane gas used as motor fuel @ 12.65¢
1989	*20.6¢	Natural gas used as motor fuel @ 18.0¢
		Propane gas used as motor fuel @ 20.0¢
1990	*22.6¢	Natural gas used as motor fuel @ 18.0¢
		Propane gas used as motor fuel @ 22.0¢
1991	*25.1¢	Natural gas used as motor fuel @ 20.5¢
		Propane gas used as motor fuel @ 20.5¢
1992	*27.6¢	Natural gas used as motor fuel @ 23.0¢
		Propane gas used as motor fuel @ 23.0¢
1995	**27.75¢	Natural gas used as motor fuel @ 23.0¢
		Propane gas used as motor fuel @ 23.0¢

1997

\*\*27.75

Natural gas used as motor fuel @ 21.0¢  
Propane gas used as motor fuel @ 22.0¢  
Emulsified water-phased hydrocarbon fuel @ 19.0¢

\* 0.60¢ to petroleum clean-up fund

\*\* 0.75¢ to petroleum clean-up fund

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## VEHICLE REGISTRATION AND PERMIT FEES

**Legal Citation** Chapters 482, 484, & 706 Nevada Revised Statutes

### Current Annual Registration Rates

\$33	for automobiles
\$39	for motorcycles
\$27	for travel trailers
\$33	for trucks, truck tractors, or buses less than 6,000 lbs. DGVW*
\$38	for trucks, truck tractors, or buses between 6,000 and 8,499 lbs. DGVW
\$48	for trucks, truck tractors, or buses between 8,500 and 10,000 lbs. DGVW
\$12	per 1,000 lbs. for units between 10,001 and 26,000 lbs. DGVW
\$17	per 1,000 lbs. for motor-carrier units between 26,001 and 80,000 lbs. DGVW (maximum fee is \$1,360). Interstate motor-carriers prorate this fee and pay only on the percentage of miles driven in Nevada.

### Current Annual Permit Fees

\$60	per 1,000 lbs. exceeding 80,000 lbs. for reducible-load units between 80,000 and 129,000 lbs. DGVW (maximum fee is \$2,940)
\$10	for overlength vehicles (longer than 70') carrying reducible loads not exceeding 80,000 lbs. DGVW
\$60	for non-reducible loads carried on over legal-size or weight vehicles.

\* Declared Gross Vehicle Weight

## GOVERNMENTAL SERVICES TAX

### Legal Citation

Chapter 371, Nevada Revised Statutes

### Current Annual Rates

Basic rate: 4% of vehicle's depreciated assessed valuation. (Initial valuation of the vehicle is 35% of the manufacturer's suggested retail price, without accessories.)

Optional supplemental rate: 1% of vehicle's depreciated assessed valuation in Clark, Churchill, and White Pine counties.

### Distribution

Basic Governmental Services Tax: for vehicles registered at a DMV office, 94% is distributed to local governments and 6% to the State Highway Fund as a collection commission. For vehicles registered at a County Assessor's office, 99% is distributed to local governments and the State Highway Fund receives 1%. Local governments use the funds primarily for schools and current debt service.

Supplemental Governmental Services Tax: is an additional fee for vehicles in Clark, Churchill and White Pine counties. The funds are returned to those counties to be used specifically for road construction.

## DRIVER'S LICENSE FEES

(4-year renewable)

### Legal Citation

Chapter 483, Nevada Revised Statutes

### Current Rates

\$22.00 for operating passenger cars

\$17.00 for persons 65 or older

\$5.00 for a motorcycle endorsement

\$87.00 for operating commercial vehicles

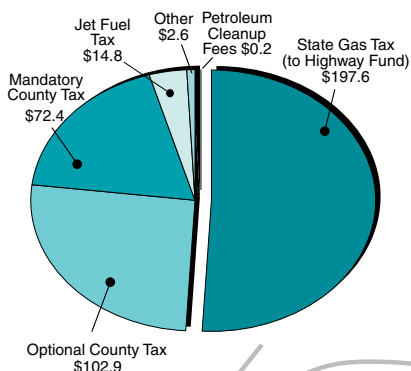
### TITLE FEES (one-time fee)

\$28.25 all vehicles (new title)

# STATE HIGHWAY FUND REVENUE SOURCES (2008 Revenue Shown in Millions)

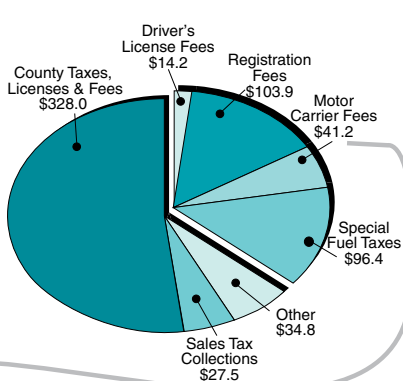
## State Gasoline Tax Revenue

Administered by the  
Nevada Department of Motor Vehicles



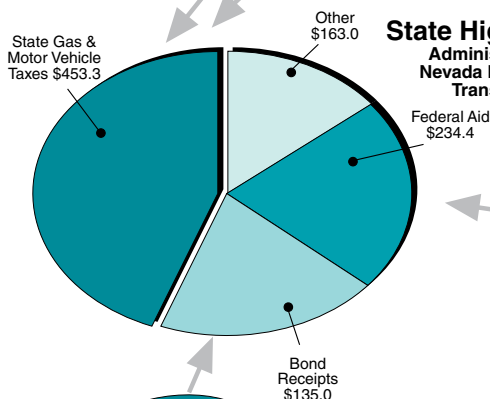
## State Motor Vehicle Fund

Administered by the  
Nevada Department of Motor Vehicles



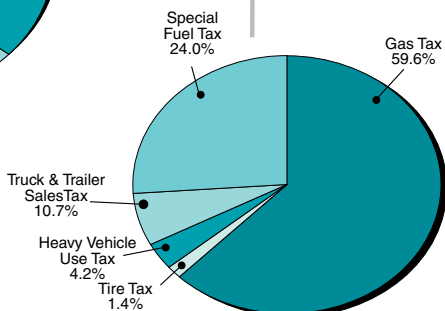
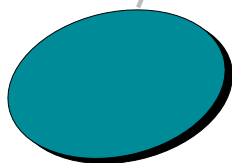
## State Highway Fund

Administered by the  
Nevada Department of Transportation



## Bond Sales

Administered by the  
Nevada Department of Transportation

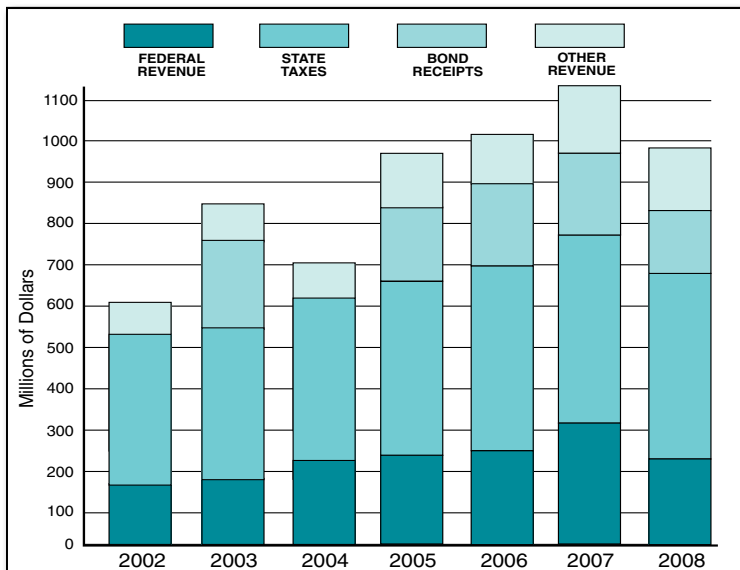


## Federal Highway Trust Fund

Administered by the  
Federal Highway Administration

# TOTAL STATE HIGHWAY FUND REVENUE

(Administered by the Department of Transportation)



Millions of Dollars					
Fiscal Year	Federal-Aid Revenue	State Gas and Motor Vehicle Taxes	Bond Receipts	Other Revenue	Total
2002	167.4	365.7	0	69.2	602.3
2003	185.9	375.2	197.9	87.2	846.2
2004	215.0	398.9	0	86.3	702.6
2005	206.4	423.6	188.8	153.6	972.5
2006	223.2	448.2	199.3	144.2	1,014.9
2007	314.2	459.6	199.0	157.4	1,130.2
2008	234.4	453.3	135.0	163.0	985.7

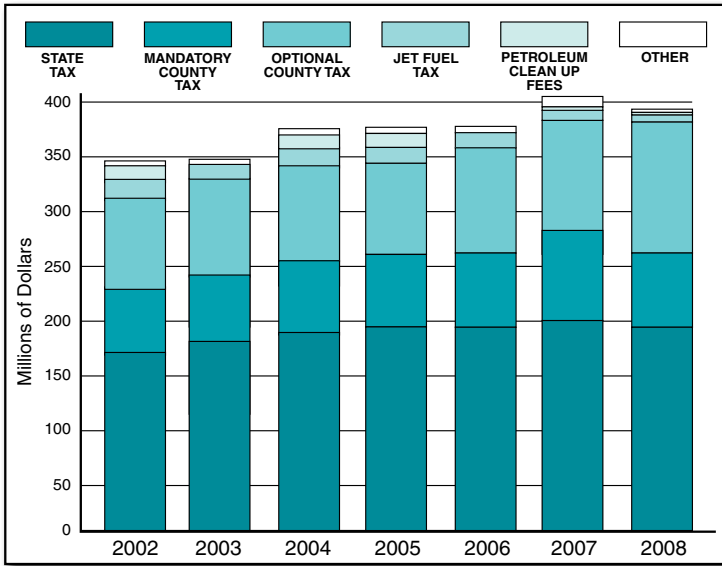
NOTE 1: Total revenue is net to the Highway Fund.

NOTE 2: Other includes interest income, cooperative construction reimbursement, a portion of Department of Motor Vehicles authorized revenue, and miscellaneous sales and reimbursements.

NOTE 3: The Federal-Aid Revenue shown includes monies for highways, transit, aviation, and other programs.  
(See page 24)

# STATE GASOLINE TAX REVENUE

(Administered by the Department of Motor Vehicles)



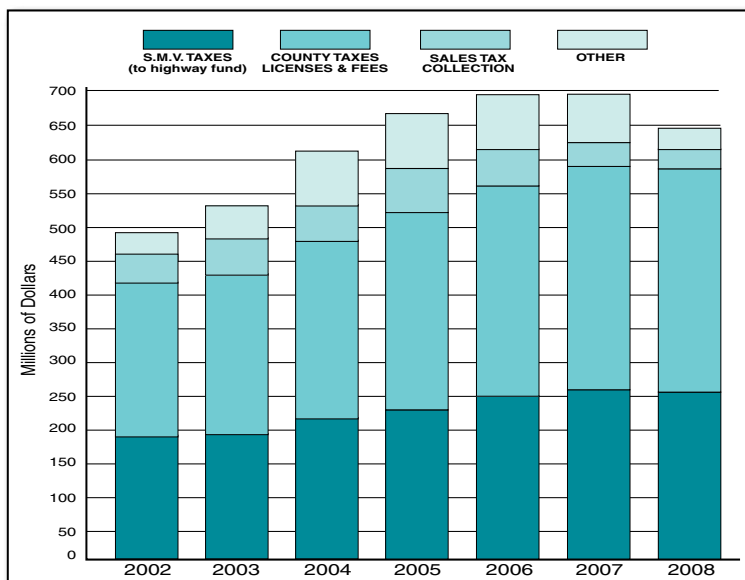
Fiscal Year	Millions of Dollars						Total
	State Gas Tax (to Highway Fund)	Mandatory County Gas Tax	Optional County Gas Tax	Jet Fuel Tax	Petroleum Clean Up Fees	Other *	
2002	169.9	62.1	83.8	12.0	11.5	3.6	342.9
2003	176.6	64.6	87.1	12.0	0	3.8	344.1
2004	184.5	67.6	92.4	12.7	11.5	4.6	373.3
2005	190.8	69.7	96.3	13.4	12.5	3.7	386.4
2006	197.7	72.3	100.9	14.5	0	3.0	388.4
2007	200.2	73.0	102.6	14.4	2.5	14.9	407.6
2008	197.6	72.1	102.5	14.8	0.2	3.3	390.5

\* Includes Petroleum Inspection Fees, Aviation Fuel Tax, and other Gasoline Tax distributions.



# STATE MOTOR VEHICLE FUND TAXES, LICENSES, AND FEES REVENUE

(Administered by the Department of Motor Vehicles)

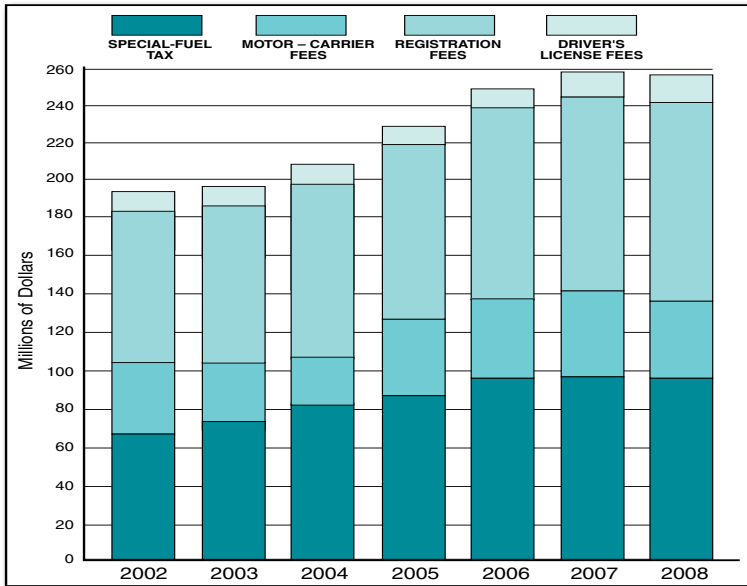


Fiscal Year	Millions of Dollars				
	State Motor Vehicle Taxes (to Highway Fund)	County Taxes Licenses and Fees	Sales Tax Collections	Other Revenue*	Total
2002	195.7	221.9	40.9	39.1	497.6
2003	198.6	239.0	45.4	52.9	535.9
2004	214.4	267.0	54.7	74.8	610.9
2005	232.8	297.6	64.8	67.4	662.6
2006	250.5	317.3	53.6	71.3	692.7
2007	259.4	329.9	33.6	71.8	694.7
2008	255.7	328.0	27.5	34.8	646.0

The following page shows a breakout of Highway Fund revenue in this column.

\* Other includes various Department of Motor Vehicles authorized revenue, e.g., record search fees, sales and governmental-services tax commissions, and registration reinstatement fees.

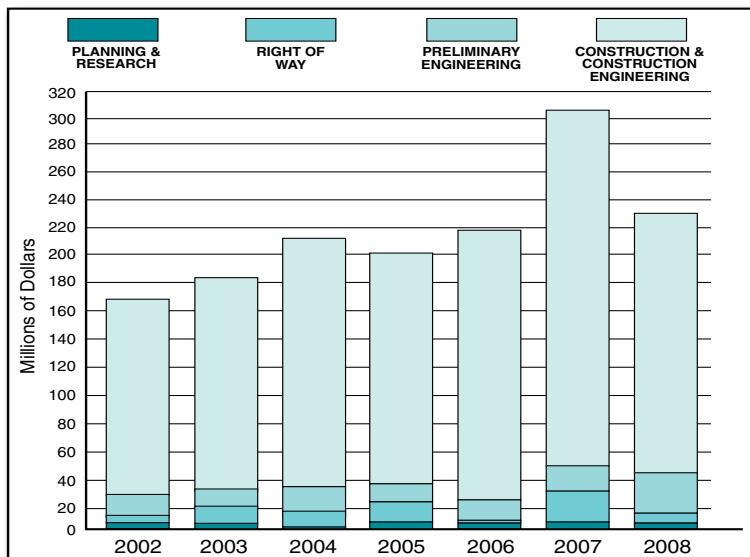
## STATE MOTOR VEHICLE TAXES TO HIGHWAY FUND DERIVED FROM THE MOTOR VEHICLE FUND



Fiscal Year	Special-Fuel Taxes*	Motor-Carrier Fees	Registration Fees	Driver's License Fees	Total
2002	69.4	33.4	80.7	12.2	195.7
2003	74.1	31.3	81.0	12.2	198.6
2004	81.5	32.3	87.9	12.7	214.4
2005	87.8	38.5	93.6	12.8	232.8
2006	96.6	40.8	99.8	13.2	250.5
2007	97.0	44.0	104.7	13.7	259.4
2008	96.4	41.2	103.9	14.2	255.7

\* Special fuel includes diesel fuel, propane, natural gas, and water-phased hydrocarbon emulsions. Penalties and interest included in taxes and fees shown.

## HIGHWAY FUND FEDERAL-AID REVENUE FOR HIGHWAYS BY PHASE



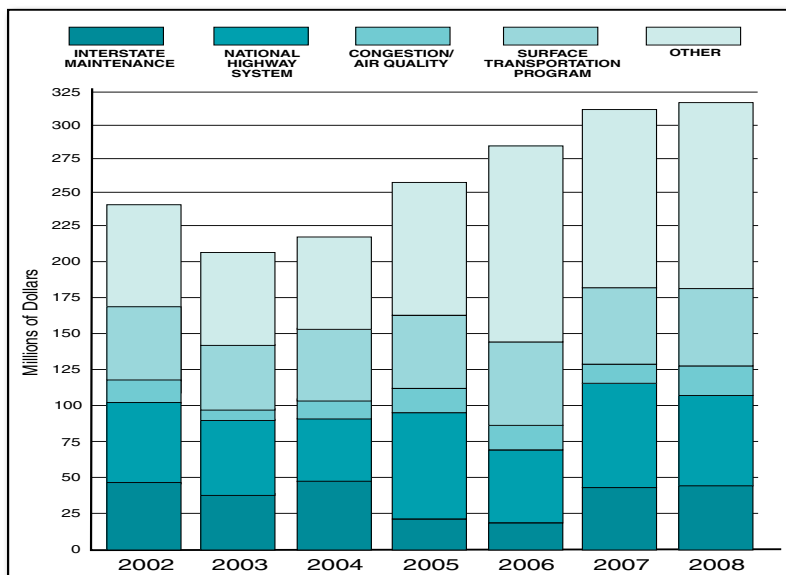
Millions of Dollars

Fiscal Year	Planning and Research	Right of Way	Preliminary Engineering	Construction and Construction Engineering	Total Federal Aid for Highways
2002	5.5	6.0	14.7	138.5	164.7
2003	4.9	16.5	10.2	151.1	182.7
2004	1.6	18.2	16.0	177.6	213.5
2005	7.7	17.8	15.7	161.0	202.2
2006	6.5	2.6	17.2	194.5	220.9
2007	6.5	25.9	19.3	256.1	307.9
2008	6.7	7.6	31.6	184.1	230.0

**NOTE 1:**

Federal-Aid revenue is received on a reimbursement basis and typically is from prior year apportionments. Consequently, the Federal-aid revenue shown will not match the Federal-aid apportionments, shown on the following page, in a given year.

## HIGHWAY FUND FEDERAL-AID APPORTIONMENTS (under SAFETEA-LU\* since 2005)



Millions of Dollars

Fiscal Year	Interstate Maintenance	National Highway System	Congestion/ Air Quality	Surface Transportation Program	Other**	Total
2002	47.0	53.8	15.5	53.0	65.4	234.7
2003	38.7	46.3	13.9	45.9	61.6	206.4
2004	47.7	40.5	16.4	47.8	66.1	218.5
2005	22.1	73.9	17.5	51.5	94.7	259.7
2006	19.0	50.4	18.8	65.1	132.2	285.4
2007	44.0	69.6	13.0	54.2	131.4	312.2
2008	47.0	58.9	19.7	51.9	138.7	316.1

\*2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users.

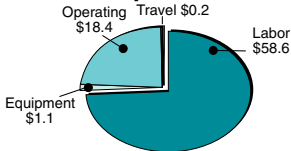
\*\*Other includes Planning, Bridge Replacement, Advance Right of Way, High Priority and Forest Highway Funds.

Note: "Other" funding includes funds earmarked. Earmarks were just over \$51 million and \$62 million for FY 2005 and FY 2006, respectively.

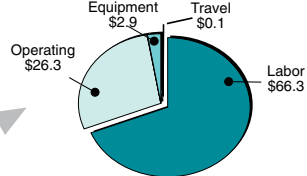
# HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS

(2008 Expenditures Shown in Millions)

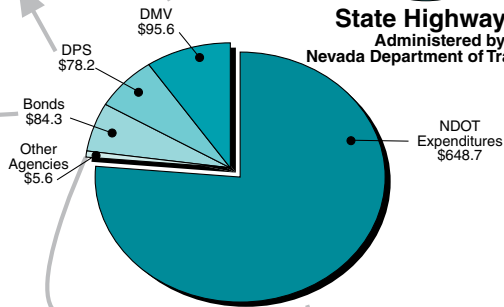
## Department of Public Safety Expenditures



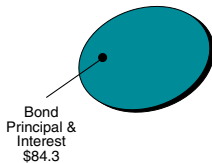
## Department of Motor Vehicles Expenditures



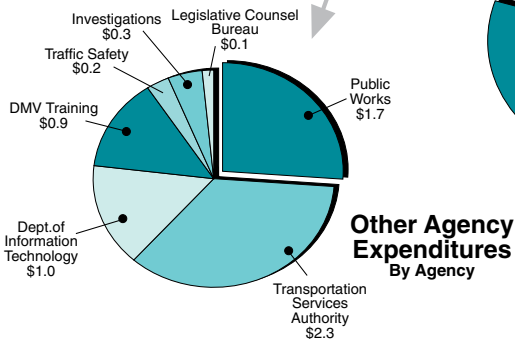
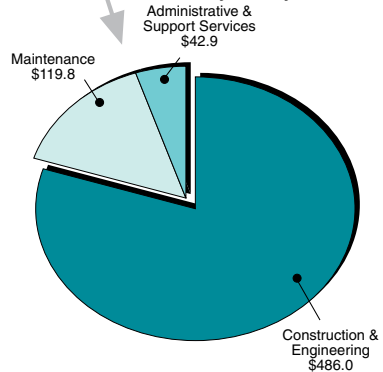
## State Highway Fund Administered by the Nevada Department of Transportation



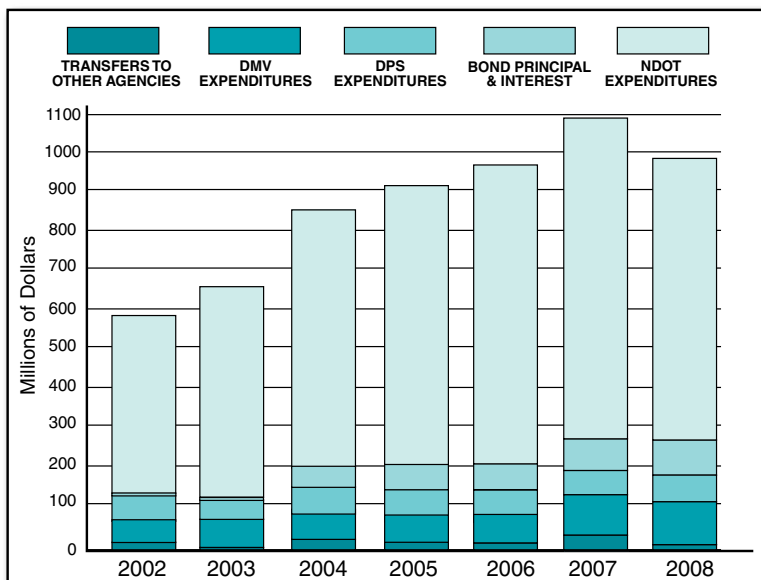
## Bond Principal & Interest



## NDOT Expenditures By Activity

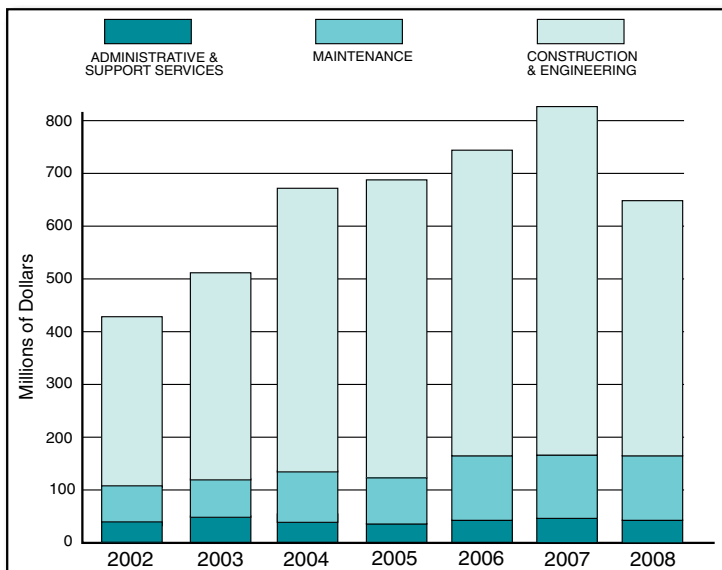


## HIGHWAY FUND EXPENDITURES AND DISBURSEMENTS



NOTES : DPS stands for Department of Public Safety (includes Nevada Highway Patrol).  
DMV stands for Department of Motor Vehicles

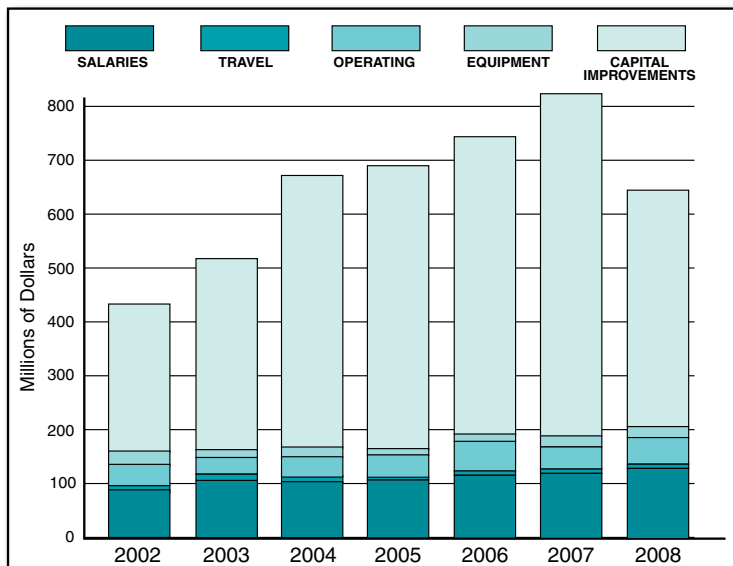
## DEPARTMENT OF TRANSPORTATION EXPENDITURES BY ACTIVITY



Millions of Dollars

Fiscal Year	Administrative and Support Services	Maintenance & Equipment	Construction and Engineering	Total NDOT Expenditures
2002	30.2	74.5	319.6	424.3
2003	40.1	74.5	393.6	508.2
2004	39.4	84.0	552.8	676.2
2005	36.4	86.4	571.5	694.2
2006	38.0	111.5	593.2	742.7
2007	42.9	118.8	665.4	827.1
2008	42.9	119.8	486.0	648.7

## DEPARTMENT OF TRANSPORTATION EXPENDITURES BY APPROPRIATION



Millions of Dollars

Fiscal Year	Salaries	Travel	Operating	Equipment	Capital Improvements	Total
2002	93.2	1.7	40.0	11.4	278.0	424.3
2003	104.0	2.0	41.3	10.2	350.7	508.2
2004	103.6	1.7	44.1	9.1	517.7	676.2
2005	106.8	1.6	45.4	8.2	532.2	694.2
2006	112.5	1.7	53.1	17.1	558.3	742.7
2007	115.4	1.7	56.9	16.0	637.1	827.1
2008	123.3	2.1	64.7	11.8	446.8	648.7



## PASSENGER CAR OPERATING COSTS (In Cents Per Mile of Travel)

**82.2 cents total**

### Assumptions:

2008 model year, large sedan with V-6 which gets 25.5 MPG.

Vehicle travels 10,000 miles annually. Gas price used was \$2.94 per gallon. Based on Nevada's gas tax and licensing fees.

Source: American Automobile Association's  
"Your Driving Costs 2008" and  
[www.fueleconomy.gov](http://www.fueleconomy.gov)

Variable cost

**17.4 cents**

per mile traveled.  
Includes gas, gas  
tax, oil, tires and  
maintenance

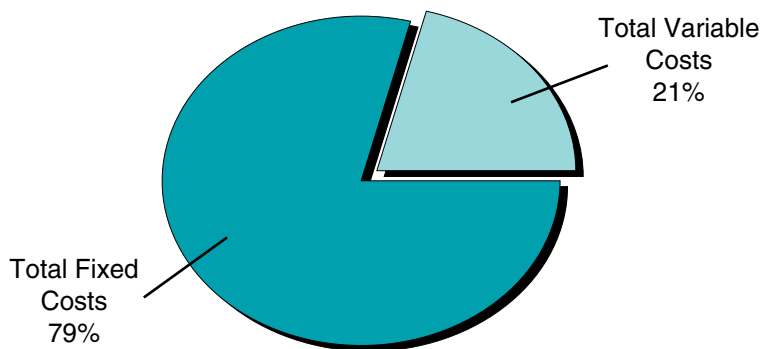
Fixed cost

**64.8 cents**

per mile traveled.  
Includes depreciation,  
insurance, finance and  
licensing fees

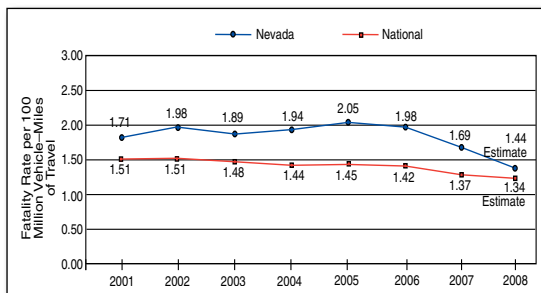


### TOTAL OPERATING COSTS



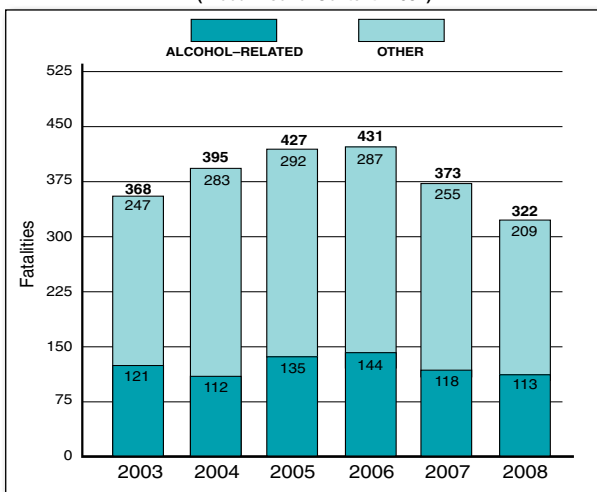
# HIGHWAY SAFETY STATISTICS

## FATALITY RATES

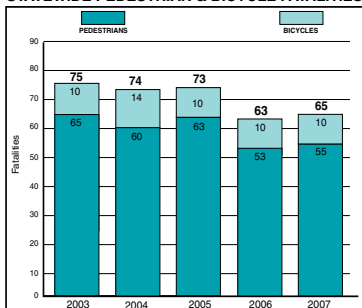


## FATALITIES

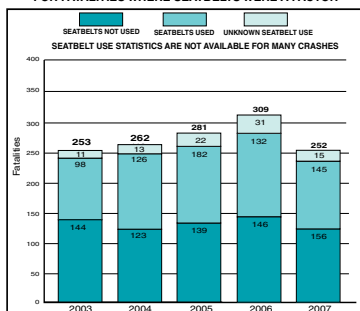
New Definition By National Highway Traffic Safety Administration  
(Blood-Alcohol Content = .08+)



## STATEWIDE PEDESTRIAN & BICYCLE FATALITIES



## SEATBELT USE FOR FATALITIES WHERE SEATBELTS WERE A FACTOR



## DEPARTMENT PERSONNEL

The Nevada Department of Transportation has changed tremendously over the last 20 years. Rapid population growth and a large rise in commodity movement have greatly increased traffic on Nevada's highways. With this increase in transportation demand comes the burden of maintaining existing facilities and expanding or creating new facilities to meet the demand. Staffing has increased in all areas, but primarily in construction and maintenance-related activities. Workloads are being balanced by improved computer technology, use of consultants, and hard-working staff.

### Number of Employees by Function

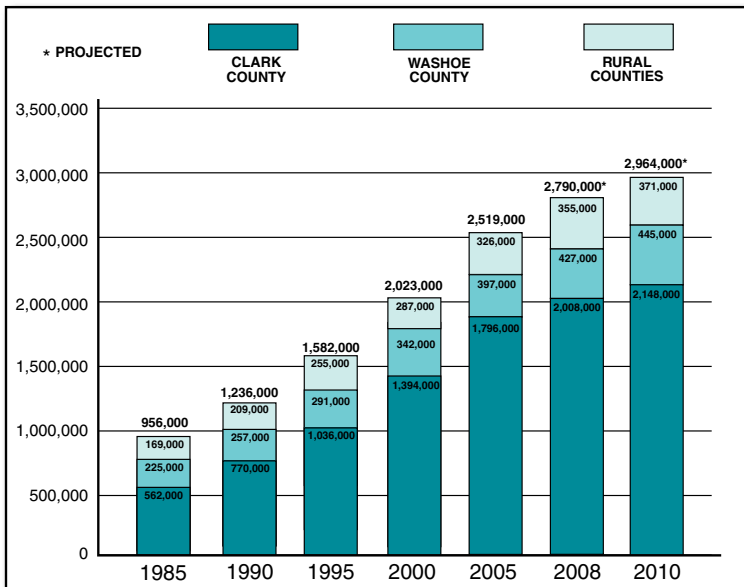
Year	Administration	Pre-construction	Construction	Maintenance	Total
1985	154	312	263	662	1,391
1990	161	311	330	667	1,469
1995	163	322	341	668	1,494
2000	182	370	382	717	1,651
2005	187	399	384	780	1,750
2008	191	403	374	800	1,768

## LICENSED DRIVERS, PASSENGER VEHICLES, AND POPULATION

Licensed Drivers	1990	848,622
	2008	1,722,057
Passenger Vehicles	1990	898,426
	2008	1,874,285

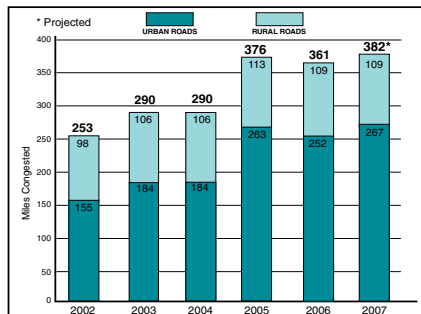
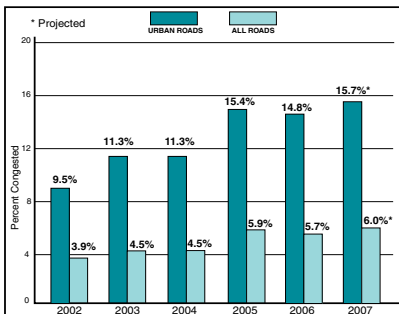
Nevada has continued to experience tremendous growth for more than 30 years. The state's population has tripled since 1980 to just over 2.7 million residents. The majority of growth has taken place in the urban areas of Las Vegas, Henderson, and Reno.

## NEVADA POPULATION



## HIGHWAY CONGESTION

Nevada's population swell has resulted in highway congestion. Congested highways are those where maneuverability is severely restricted and driver discomfort is high. These highways are operating at 80 percent or more of their capacity.



Source: FHWA Highway Statistics

## TRANSIT

The Transit Section of the NDOT administers funding for the elderly, disabled, tribal and, in rural places, the general public for vital transportation services. Each year over one million rides are given on vehicles provided by the NDOT with Federal Transit Administration (FTA) funding. These rides contribute to the quality of life for many senior and disabled Nevadans by providing access to employment, medical, shopping, governmental services, cultural activities, and to meet daily transportation needs. Since the program began in 1975, over 350 vehicles have been acquired that operate in sixty Nevada communities including most of the larger rural communities and the state's reservations and colonies.

In 2007, the NDOT distributed approximately \$8 million in funding throughout the State for the following transit funding programs: Statewide Transit Planning, Metropolitan Planning, Transit Vehicles and Facilities, Elderly and Disabled Transportation, Rural and Small Urban Transit, as well as New Freedoms and Job Access Reverse Commute. In the 2007 Legislative Session, Assembly Bill 629 allocated \$250,000 from the General Fund to rural transit operations statewide to assist in meeting their local match requirements. These state funds assisted 15 different rural transit operations in meeting their local match requirements for vehicles, vehicle improvements and increased fuel costs and operational expenses.

### Elderly and Disabled Transportation Program

Vehicles purchased through this Program are currently providing transportation in Battle Mountain, Carson City, Carlin, Eureka, Fallon, Goldfield, Hawthorne, Incline Village, Lovelock, Mesquite, Reno, Sparks, Tonopah, Winnemucca and Wells; the communities of Amargosa Valley, Beatty, Crescent Valley, Gerlach, Imlay, Indian Springs, Mina, and Zephyr Cove; and for the following Indian Tribes: Fallon Paiute Shoshone Tribe, Las Vegas Paiute Tribe, Washoe Tribe, Duck Valley Shoshone Paiute Tribes, Battle Mountain/Te-Moak Tribe, Yerington Paiute Tribes, Agai-Dicutta/Walker River Paiute Tribe, Duckwater Shoshone Tribe, Yomba/Shoshone Tribe, Pyramid Lake Paiute Tribe and Ely Shoshone Tribe.

### Small Urban and Rural Transportation

This Program provides operating funds to assist public transportation services in Boulder City, Carson City, Winnemucca, Lovelock, Tonopah, Silver Springs, Yerington, Hawthorne, Lake Tahoe, Elko, Ely, Fallon, Gardnerville, Mesquite, Laughlin, Alamo, Caliente, Genoa, Lamoille, McGill, Panaca, Pioche, Ruth, and Spring Creek.

### Job Access and Reverse Commute Transportation

This Program allocates funds to assist in the transportation needs of low income individuals with rides to and from their place of employment. Program funds are currently being utilized in Fallon and the surrounding areas of Churchill County and in Northern Nevada in Elko, Ely, McGill and Spring Creek.

## TRANSIT RIDERSHIP BY COUNTY

### Statewide Small Urban and Rural Transportation 2007

County	Public	Disabled	Elderly	Job Access	Total Rides
White Pine	7,501	5,186	1,191	3,802	17,680
Washoe	34	484	2,397	0	2,915
Storey	0	0	0	0	0
Pershing	34	6,786	3,556	16	10,392
Nye	1,746	555	17,104	223	19,628
Mineral	361	3,246	7,908	137	11,652
Lyon	38	40,018	9,498	0	49,554
Lincoln	587	623	2,285	68	3,563
Lander	0	155	2,279	0	2,434
Humboldt	201	12,150	1,883	8,366	22,600
Eureka	107	1,095	2,445	0	3,647
Esmeralda	1,060	226	6,262	4	7,552
Elko	185,322	30,083	12,290	182,432	410,127
Douglas	25,616	39,505	16,075	9,383	90,579
Clark	422,472	4,082	42,053	368,047	836,654
Churchill	6,033	34,827	3,200	24,022	68,082
Carson City	51,164	33,817	29,389	45,498	159,868
<b>Total</b>	<b>702,276</b>	<b>212,838</b>	<b>159,815</b>	<b>641,998</b>	<b>1,716,927</b>

Note: Urban transit in Clark and Washoe counties is provided by the Washoe RTC and RTC of Southern Nevada. Ridership for these RTC-operated systems are not provided.

# TRANSIT RIDERSHIP

## Statewide Small-Urban and Rural Transportation 2007

Grantee	Public	Disabled	Elderly	Job Access	Total Rides
JAC - Carson City	51,150	33,158	29,021	45,413	158,742
Ormsby Association of Retarded Citizens - OARC	12	629	12	85	738
Retired Senior Volunteer Program - RSVP	2	30	356	0	388
Churchill Area Regional Transportation-CART	4,814	13,294	2,922	8,251	29,281
Fallon Industries	1,113	21,341	0	15,771	38,225
Fallon Paiute Tribe -Health Clinic	106	192	278	0	576
Boulder City Senior Center**	1,713	2,049	972	603	5,337
Indian Springs Senior-*SNTC	0	8	558	0	566
Laughlin Fixed Route-*SNTC	345,691	0	18,188	291,108	654,987
Laughlin Senior-*SNTC**	0	658	9,001	0	9,659
Mesquite Fixed Route-*SNTC	75,059	138	3,580	75,986	154,763
Mesquite Senior Center-*SNTC	9	1,016	9,754	348	11,127
Westcare	0	213	0	2	215
Douglas County-BLUEGO	11,556	300	6,229	3,358	21,443
Douglas Co Senior Center-DART	14,060	38,979	8,385	6,025	67,449
Tahoe Douglas Senior Center	0	226	1,461	0	1,687
Duck Valley Shoshone Paiute Elders	5,381	5,742	3,282	4,709	19,114

# TRANSIT RIDERSHIP (cont'd)

## Statewide Small-Urban and Rural Transportation

### 2007

Grantee	Public	Disabled	Elderly	Job Access	Total Rides
Northern Nevada Transit Coalition-NEAT	179,783	16,811	7,213	177,699	381,506
Silver Sage Senior Center-Wells	158	7,530	1,795	24	9,507
Esmeralda Senior Nutrition	1,060	226	6,262	4	7,552
Eureka County Senior Center	107	1,095	2,445	0	3,647
Humboldt County Harmony Manor**	75	304	31	0	410
Senior Center of Humboldt County	126	11,846	1,852	8,366	22,190
George E Schwinn Senior Center-Lander County	0	155	2,279	0	2,434
Lincoln County Senior Center	587	623	2,285	68	3,563
Lyon County Human Services	1	39,359	7,020	0	46,380
Older Americans of Lyon County	37	659	2,478	0	3,174
Mineral County Care & Share	361	3,246	7,908	137	11,652
Nye County Senior Nutrition	1,746	555	17,104	223	19,628
Pershing County Senior Center	34	6,786	3,556	16	10,392
High Sierra Industries	32	484	0	3	519
Pyramid Lake Paiute Tribe Elders	0	0	2,394	0	2,394
Northern Nevada Transit Coalition - Ely Buss	7,501	5,186	1,191	3,802	17,680
<b>Total</b>	<b>702,274</b>	<b>212,838</b>	<b>159,812</b>	<b>642,001</b>	<b>1,716,925</b>

\* SNTC-Southern Nevada Transit Coalition

\*\* Service numbers for 9 months out of 12

Note: PRIDE is an acronym for Public Rural Ride



## BICYCLES & PEDESTRIANS

The Nevada Department of Transportation recognizes bicycling and walking as important components of any transportation system and makes every effort to integrate these modes into the transportation infrastructure. Both proposed and existing facilities are evaluated for compatibility with the Americans with Disabilities Act (ADA). NDOT implements the State's Bicycle, Pedestrian and Safe Routes to School Programs, produces the State's Bicycle Plan, as well as providing routing information, informational outreach, and bicycle travel maps. Bicyclists and pedestrians are permitted on all Nevada streets and highways except in areas that have been specifically prohibited. Bicyclists are not permitted to ride on sidewalks unless signed otherwise. For more information regarding bicycle plans and activities, visit the Nevada Bicycle Advisory Board's web site at [www.bicyclenevada.com](http://www.bicyclenevada.com). The Safe Routes to School program targets children, grades K-8, by encouraging them, and providing safe facilities for, walking and biking to school. The goal of the program is to get more students biking and walking and fewer students driven to school thereby benefiting student health, air quality and safety around schools. Nevada receives 1 million dollars annually for the program which is reallocated to communities via a competitive grant process. For more information regarding Safe Routes to School Program, visit [www.walknevada.com](http://www.walknevada.com).



## RAILROADS

NDOT manages the state rail planning process. NDOT also directs federal project funds to help railroads, shippers and local governments with improvements on light-density rail lines. In the past decade, \$3 million in projects were funded, including the Parr Intermodal Depot in Reno, the Fallon Branch rehabilitation, the Fallon Secured Freight Yard, the City of Henderson line rehabilitation and Ely's Northern Nevada Railroad rehabilitation.

Amtrak operates the only intercity rail passenger service across Nevada via the California Zephyr. This train operates daily between Oakland, California and Chicago, Illinois with Nevada stops in Reno, Sparks, Winnemucca and Elko. Annually, about 70,000 passengers use Amtrak for Nevada origins or destinations.

To determine the feasibility of using magnetic-levitation(maglev) technology for a proposed 300-mph train between Las Vegas and Anaheim, California, NDOT is the state lead agency for managing the Programmatic Environmental Impact Statement consistent with the National Environmental Policy Act for this corridor. Other agencies include the California-Nevada Super Speed Train Commission, Federal Railroad Administration and the California Department of Transportation. Maglev train technology is not currently in commercial service in the U.S.; therefore, this 270-mile corridor could showcase this technology. Maglev trains operate in commercial service in China and on a test track in Germany.

Last year NDOT began participating in the Desert Express high-speed train Environmental Impact Statement for a 125-mile-per-hour diesel-electric passenger train that will travel between Victorville, California and Las Vegas. Proponents of this new service cite the proven technology of these trains that are currently in revenue service in Europe and are compatible with passenger and freight rail lines in the United States.

Nevada has more than 700 railroad crossings statewide. Public crossings include close to 330 at-grade road-level crossings and 120 grade separations. There are about 300 private at-grade crossings.

Owner	Miles of Track
Union Pacific Railroad	1,091.5
Branchlines (various owners)	109.8
BHP Nevada	130.8
White Pine Historic Railroad	31.7
City of Henderson Branchline	7.2
Nevada Department of Museums	4.6
Pacific Coast Building Products	10.7
Thorne Branchline	53.9
U.S. Gypsum Branchline	6.4
Virginia and Truckee Railroad	2.8
Total	1,449.4

## NEVADA AVIATION – IT'S WORKING FOR NEVADA



Nevada is the seventh largest state in size but ranks only 35th in population. This underscores the importance of aviation as means of spanning the vast distance between communities in a timely and cost-effective manner.

Nevada's public-use airports include two international facilities.

Additionally, Nevada has 55 privately owned airports.

There is a new proposed commercial airport, known as the Ivanpah Valley Airport, and is scheduled to open in 2017 with approximately 55 million annual future passengers. This commercial airport would provide additional capacity to serve the residents of, and visitors to, the metropolitan Las Vegas area and Clark County. Initial plans call for a 14-gate terminal with two parallel runways for concurrent takeoff and landings.

There are 33 recognized heliports in the state; heliport usage varies from hospitals and casinos to corporate headquarters, emergency medical operation, electrical generation plants, and mining operations.

The economic value from Rural Aviation in Nevada is \$276 million annually. Rural Nevada airports employ a labor force of 3,400 people with wages and benefits of approximately \$94 million.

Type	Name	Location	Number	2007 Emplanements	2007 Operations
International	McCarran International	Las Vegas	1	47.7 million	
	Reno-Tahoe Int'l	Reno	1	5.0 million	140,806.00
	<b>Total</b>		<b>2</b>	<b>52.7 million</b>	
Commercial	Elko	Elko	1	72,000	
	Ely-Yelland	Ely	1	2,200	
	No. Las Vegas	No. Las Vegas	1	402,405	219,693.00
	<b>Total</b>		<b>3</b>	<b>476,605</b>	
General Aviation	Public-Use Airports	statewide	<b>48</b>		2.0 million
	Based Aircraft		2,900		

## NEW PROGRAMS



### Paving The Way to Innovative Transportation Solutions

Amid a statewide transportation funding deficit expected to reach the multibillion-dollar mark over the next few years, the Nevada Department of Transportation has established the Pioneer Program to investigate public-private partnerships as one avenue to provide less congested freeways, greater road funding and quicker project delivery.

Over nearly two years, NDOT, assisted by outside legal and transportation experts, have developed goals, criteria and procedures, as well as stringent project selection criteria, environmental, legal and risk review mechanisms and legal guidelines to ensure that any potential partnership projects are both beneficial and well-outlined.

Nevada's Public-Private Partnership Advisory Panel, a panel established by Governor Jim Gibbons, recommended that the Nevada Legislature look at the use of public-private partnerships to help fund transportation improvements, a recommendation approved by the state transportation board.

While toll roads and lanes are a primary example of public-private partnerships, Pioneer Program innovations could also take the form of design-build projects, in which initial stages of road construction get underway at the same time that design is being completed on later phases of the project. Other possibilities include developer-paid projects and availability payment programs that would allow NDOT to pay back road builders/operators based on the number of vehicles using the road, as well as asset management programs that could allow outside companies to provide certain road services. While the concept of tolling would first need legislative approval before becoming a reality in Nevada, NDOT is preparing for all possibilities to help fund needed Nevada transportation projects.

NDOT will also continue cost-benefit analyses and prioritization of our future projects to continually deliver critically-needed transportation infrastructure to Nevada.

Further information is available at [www.pioneerprogram.com](http://www.pioneerprogram.com).

## NEW PROGRAMS



### Traffic Incident Management (TIM) Coalition

The Nevada Department of Transportation is leading an effort to advance a Traffic Incident Management (TIM) Program in the Las Vegas area. The main goals of the TIM program are to improve communications, coordination and cooperation in the region by developing combined policies and procedures that reflect a unified approach to traffic incident management.

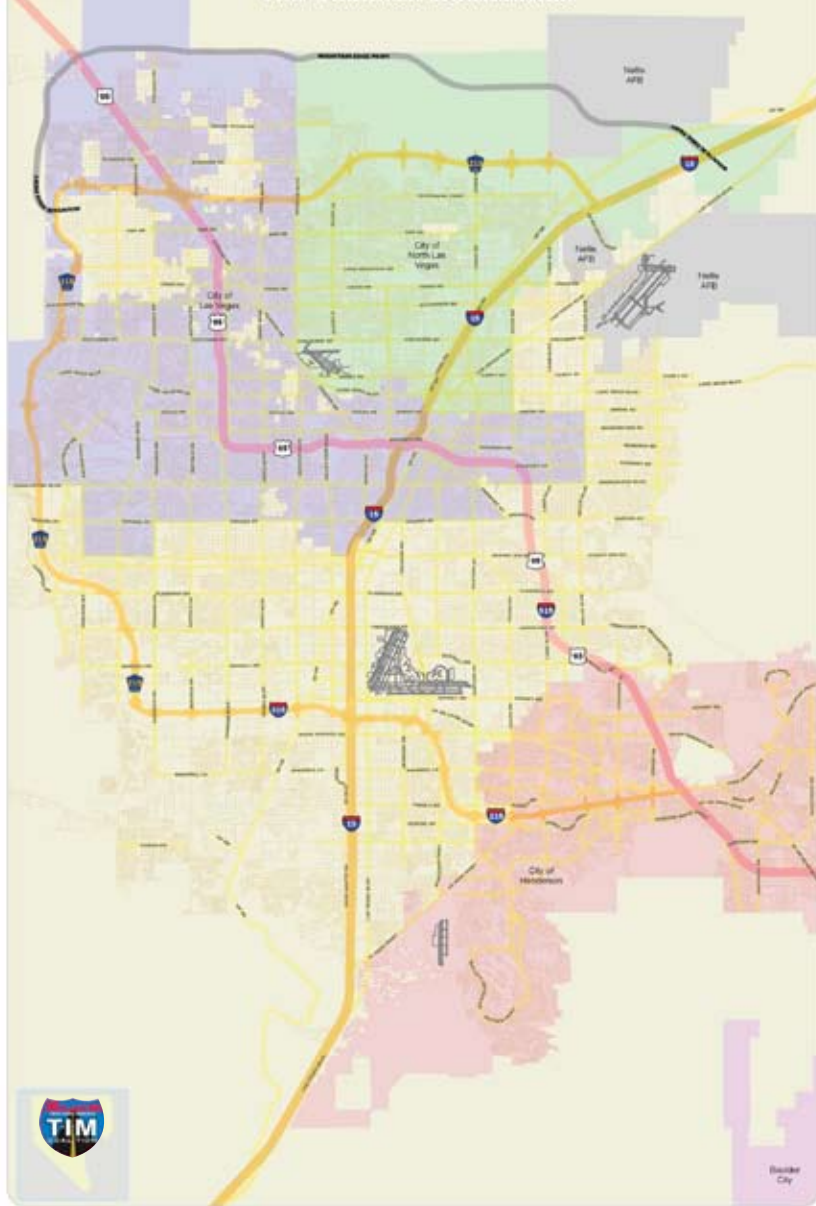
A minor roadway shoulder crash can cause up to a 17 percent reduction in capacity to nearby freeways. This reduction in capacity often represents the difference between free-flowing traffic and a traffic jam. Likewise, traffic incidents continue to be one of the most dangerous tasks emergency responders handle today.

Improving safety at an incident scene requires an effective response plan involving the coordination and management of appropriate agencies, personnel, equipment, and the dissemination of motorist information. Proper use of traffic control devices and detour routes, better on-scene traffic control and continuous monitoring of the incident impact can improve responder safety and traffic flow; thereby decreasing secondary traffic incidents and motorist delays. Through the following goals, the TIM aims to help improve traffic safety, incident response and travel times:

- GOAL 1: Enhanced coordination, cooperation and communications of responding agencies during traffic incident management.
- GOAL 2: Reduce the number and severity rate of traffic incidents on freeways in the Las Vegas region; increase safety at the scene.
- GOAL 3: Improve technology and use of technology in traffic incident management and traffic congestion.
- GOAL 4: Improve consistency, accuracy and timeliness of traffic incident management and congestion information to the public.
- GOAL 5: Increase funding (grants, etc.) and utilize available resources in the region to facilitate meeting goals and objectives for traffic incident management.

The Traffic Incident Management Coalition is the first step in NDOT's Integrated Transportation Reliability Program (ITRP), a program which will help lead the way in alleviating congestion in the nation's eighth fastest-growing state. The program will seek out new ways to help mitigate congestion by building upon NDOT's successful cooperation with other agencies.

## Las Vegas Metropolitan Area TIM Coalition Boundaries



Map prepared by the Nevada Department of Transportation, March 2009.



## NEW PROGRAMS

### Putting Safety First

Whether engineering roadway improvements, removing snow, overseeing transportation improvement projects, improving rural roads through chip-sealing and more, NDOT employees are dedicated to roadway safety. These are just a few of the innovative new NDOT programs aimed at continually improving road safety.

### Strategic Highway Safety Plan

**MORE INFORMATION:** [www.drivesafenv.com](http://www.drivesafenv.com)

The Nevada Departments of Transportation and Public Safety and other partners have made an important step in helping reduce traffic fatalities with the Strategic Highway Safety Plan. Over two years, a group of more than 75 Nevada traffic and safety experts developed 20 critical traffic safety strategies, including possible heightened seat belt/DUI enforcement, increased intersection lighting and signage, even possible computer-aided navigation in emergency service vehicles. The strategies were then compiled into the Strategic Highway Safety Plan, a plan which now guides the development of safety programs and improvements throughout the state.



In a continual effort to provide the safest roadways, NDOT has begun a program of installing cable barriers in the median of selected state roadways. The safety benefits of cable barriers have been proven in Europe and much of the U.S. to help prevent the most serious of injuries from cross-median crashes.

### Cable Barriers

**MORE INFORMATION:** [www.nevadadot.com/safety](http://www.nevadadot.com/safety)

In a continual effort to provide the safest roadways, the Nevada Department of Transportation has begun a program of installing cable

barriers in the median of selected state roadways.

The basic design of cable barriers consists of heavy-duty cables strung along a row of posts. The cables are tensioned to provide enough strength and give to safely catch misguided vehicles like a net, thus avoiding head-on collisions. The effectiveness and safety benefits of cable barriers have been proven in Europe and much of the United States to help prevent the most serious of injuries from cross-median crashes.



## Centerline Rumble Strips

### *MORE INFORMATION:*

[www.nevadadot.com/safety](http://www.nevadadot.com/safety)

To augment existing edgeline and centerline rumble strips, the Nevada Department of Transportation is installing centerline rumble strips in the median of selected state roadways.

Consisting of 12-inch wide parallel grooves cut into the centerline of a roadway, tires running over the strips produce sound and vibration when drivers veer out of their lane. By alerting and allowing motorists to correct their vehicles, head-on crashes can be reduced.

NDOT's installation of edgeline rumble strips has thus far helped reduce interstate run-off-the-road crashes by 42 percent, and these new median rumble strips are expected to also help save lives when they are installed on numerous two-lane rural state roadways throughout Nevada.



## NEW PROGRAMS



### Nevada's First Design-Build Project Underway

Nevada's first design-build road project, NDOT's Interstate 15 widening project, is underway to bring innovative transportation solutions to ever-growing Las Vegas.

Using the design-build concept of designing final phases of construction at the same time that earlier phases are being built, the project will help bring congestion relief and avoid some inflationary costs in construction materials by completing an estimated two years earlier than traditional projects.

The project will widen Interstate 15 from the U.S. 95 spaghetti bowl interchange to Craig Road, improving travel and commerce through Nevada's largest city. Other project improvements include reconstructed interchange ramps and bridges, as well as auxiliary lanes between interchanges and a new connector road.

The 5.5-mile stretch of interstate to be improved is traveled by approximately 170,000 vehicles daily. Las Vegas' I-15 corridor is also the lifeline for over 75 percent of southern Nevada goods movements. The corridor was first constructed in the 1960s, and has never been reconstructed in the project area.

The approximately \$240 million project is funded in part by money appropriated from the State General Fund and from transportation bonding funds recommended by the Governor and approved by the Legislature.

The project is expected to complete in 2010. More information is available at [www.i15project.com](http://www.i15project.com) or [www.nevadadot.com](http://www.nevadadot.com).



### Freedom Rings At NDOT

Many NDOT employees are bravely serving the country as members of the National Guard and Reserve. Much as these individuals go above and beyond to protect the nation, NDOT was recently recognized for going above and beyond to support these employees' military service.

The Nevada Employer Support of the Guard and Reserve (ESGR) recognized NDOT with the "Freedom Award" for providing exceptional support to employees serving in the National Guard and Reserve. The award recognizes supportive military leave policies and supervisor training, as well as emotional support shown to deployed reserve military employees, such as e-mail communication and service flags proudly displayed for deployed members by certain NDOT divisions.

NDOT was also one of 21 Nevada organizations to receive the "Above and Beyond" Award for surpassing the Uniformed Services Employment and Reemployment Rights Act (USERRA) law that protects Guard and Reserve members from employment discrimination and continues certain benefits during deployment.

The recognitions are a testament to the strength of the brave NDOT employees who serve in the National Guard and Reserve.

## AWARDS



### Nevada Bridges Ranked Nation's Best

Nevada was recognized as having the nation's top bridges two years in a row by 2006 and 2007 Better Roads magazine surveys.

The 2007 survey showed only four percent of Nevada's 1,810 state, county and city bridges being functionally obsolete or structurally deficient, compared to a national average of 24 percent.

Using Federal Highway Administration (FHWA) classifications and compiled from statistics provided by state engineers, the survey defines functionally obsolete bridges as deficient in carrying capacity, clearance or alignment with the roadway. Structurally deficient bridges are defined as those that are substandard in carrying capacity or require immediate rehabilitation. The classifications do not mean the bridge is in danger of collapse.

NDOT inspects all public bridges in the state, including city and county-maintained structures. Every two years, NDOT performs an in-depth inspection of each bridge, while bridges requiring maintenance are inspected more frequently. All NDOT and consultant bridge inspectors are trained to federal standards and thoroughly review all elements of each bridge to evaluate condition, taking hundreds of precision measurements to evaluate complex bridge structures.



### Blue Diamond Interchange Wins Three Awards

An important NDOT road improvement project, the interchange linking Interstate 15 and State Route 160/Blue Diamond Road, has received three awards for helping to smooth transportation in Las Vegas' ever-growing southwest corridor:

- Institute of Transportation Engineers (ITE) - 2007 Nevada Transportation Project of the Year
- American Public Works Association - Nevada Public Works Transportation Project of the Year (\$10 to \$100 million category)
- Southwest Contractor magazine – Best Transportation Project

Where I-15 meets State Route 160 south of the Vegas Strip, the Blue Diamond interchange was built to accommodate an ever-growing amount of traffic between Las Vegas and the expanding bedroom community of Pahrump. The NDOT project replaced the previous two-lane rural highway interchange with a new eight-lane diamond interchange and built additional Interstate lanes, hydraulic features, pedestrian and bicycle facilities and other improvements. The award-winning interchange opened in November 2006.

## AWARDS



NDOT Deputy Director Rudy Malfabon (on right) congratulates Robert Shepherd (on left) at the time of Shepherd's retirement. A commemorative rock now stands in NDOT Las Vegas offices in tribute to Shepherd's long career.

### A Dedicated NDOT Career

If you liked Ike and listened to hit songs "Sixteen Tons" and "Earth Angel" in a brand new 1955 Chevy, then you were around when long-term NDOT employee Robert Shepherd started his career with what was then the Nevada Highway Department.

Robert Shepherd retired in late 2006 after 50 years with the Nevada Department of Transportation. It was a career that illustrated true dedication to Nevada's transportation system.

Beginning in road construction in 1955, Shepherd moved on to 40 years of bridge inspection, including inspection of the state's first pre-stressed concrete beams. There wasn't much that he didn't inspect, from pipes, material, culverts, and asphalt plants to bridges, and a list of the areas where Shepherd worked would draw a pretty good map of Nevada.

Shepherd even outlasted several of the bridges he inspected, including the railroad bridge over I-15.

"That was actually the first project I worked on in Las Vegas," Shepherd said. "I've watched the original Tropicana, original Dunes, original Spring Mountain and the original Sahara interchange come down."

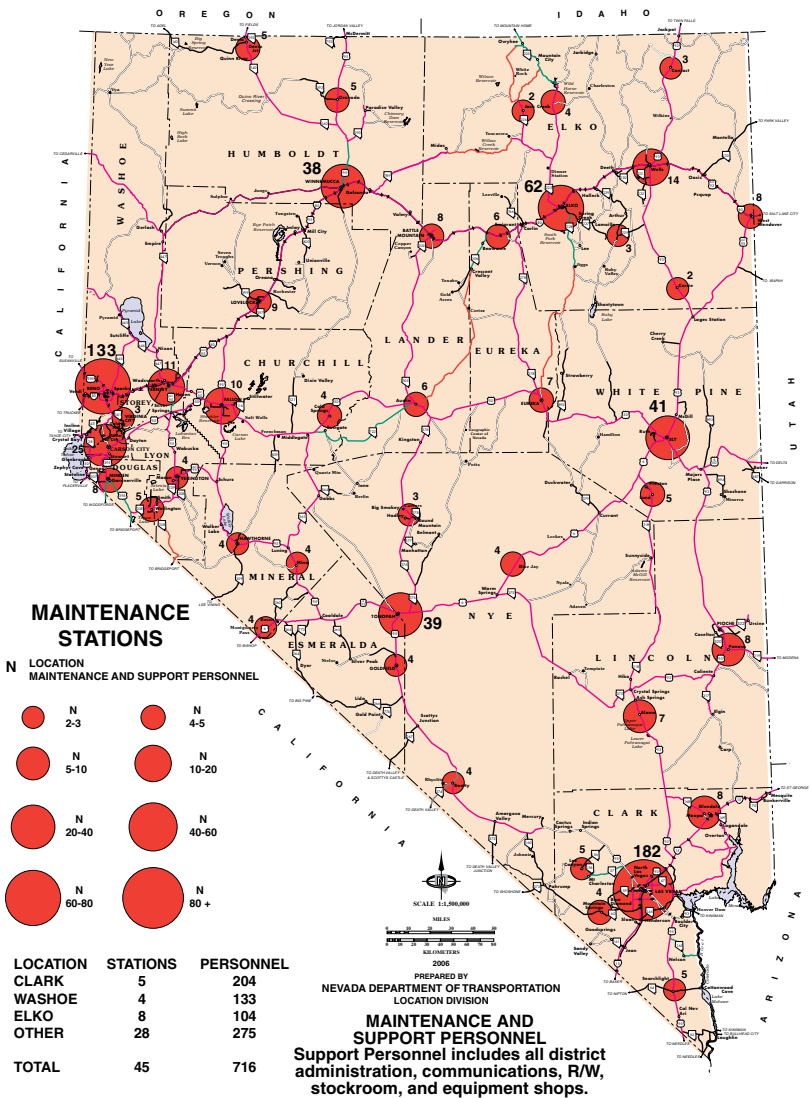
Throughout his career, co-workers always found Shepherd valuable not just for his knowledge, but also for his willingness to share. Describing him as a mentor, many of those who worked with Shepherd said there was no aspect of bridge inspection that he couldn't help with.

Even after such a full and long career, Shepherd never lost his fascination with road and bridge work.

"It's been interesting work, enjoyable. It would have to be pretty enjoyable to spend 40 years on bridges," he said shortly before retiring.

After contributing so much to Nevada's transportation system, Robert Shepherd's career is one that all Nevada highway users can be thankful for, whether or not they can recall the year that the long-term NDOT employee's career began.

# MAINTENANCE STATIONS & PERSONNEL





## FREEWAY SERVICE PATROL



"You truly saved us" is often the response received for the Freeway Service Patrol's professional emergency assistance.

The Freeway Service Patrol provides cost-free motorist assistance, alleviating congestion caused by disabled vehicles or incidents, thereby reducing delays and enhancing motorist safety. The Freeway Service Patrol has become a welcome and trusted friend in Las Vegas and Reno. Below are some statistics showing the great job the Freeway Service Patrol has done.

### Freeway Service Patrol Statistics Calendar Year 2008

Incident Type	Las Vegas	Reno	Statewide Total
Abandoned Vehicles	7,937	2,894	10,831
Debris in Roadway	10,558	2,754	13,312
Lost Motorists Re-directed	410	105	515
Pedestrians in Roadway	267	51	318
Stopped Motor Vehicles - ok	12,500	5,316	17,816
Disabled Motor Vehicles	15,972	3,615	19,587
Motor Vehicle Accidents	2,321	649	2,970
Medical Emergencies	36	4	40
HazMat Incidents	10	5	15
Brush Fires	13	0	13
SMV-Scene Safety	1,489	391	1,880
Animal Rescue	6	22	28
Lock Out	29	25	54
Unsecured Load	517	123	640
Other Types of Incidents	8	1	9
<b>Incident Totals</b>	<b>52,073</b>	<b>15,955</b>	<b>68,028</b>

## PERFORMANCE MEASURES

While the Department has used performance measures for several years, the 2007 Legislature required the Department of Transportation Board of Directors (Board) to adopt a formal plan for measuring the performance of the Department. This plan must include separate sets of performance measurements for each major division of the Department and for the Department as a whole. Due to these requirements, the Department proposed a new performance measurement plan to the Board at its September 16, 2008 meeting, which was adopted. The Department has established ultimate and annual targets for each measure, except for a few that are still under development. Because of budget limitations some of the annual targets are not expected to be reached. These performance measures shown below are included in the proposed FY 2010 and 2011 Budget Report prepared by the Department of Administration. For a complete look at Department performance measures, go to [www.nevadadot.com](http://www.nevadadot.com), then to Reports and Publications, then find the "AB 595 Annual Report for Fiscal Year 2008" and look for Performance Measures Plan in Appendix A1. Here are the performance measures organized by major divisions:

**Reduce Work Place Accidents:** Number of work place injuries and illnesses compared to total number for employees and comparing total requiring medical attention to total number of employees as documented through OSHA 300 Log Report.

**Provide Employee Training:** Percentage of employees trained in accordance with prescribed training plans.

**Improve Employee Satisfaction:** Number rating of employees' satisfaction surveys.

**Streamline Agreement Execution Process:** Percentage of Agreements executed within 45 days from when division submits agreement to date when fully executed.

**Improve Customer Satisfaction:** Number rating of public opinion and customer/user surveys.

**Reduce Congestion On State System:** Percentage of daily vehicle miles traveled that occur at Level of Service E or worse on the state system.

**Streamline Project Delivery – Construction (Bid Opening To Construction Completion):** Percentage of projects within established range of cost estimate and schedule to completion

**Maintain State Roadways:** Percentage of state maintained pavements in fair or better condition as rated through the International Roughness Index.

**Maintain State Fleet:** Percentage of fleet meeting replacement criteria

*—continued on next page*



## PERFORMANCE MEASURES (cont'd)

and condition criteria.

**Maintain State Facilities:** Percentage of building facilities that comply with regulatory building and safety codes.

**Provide Continuity Of Business Operations:** The percent of the seven NDOT Emergency Plans that have been completed, and training and education have been provided to appropriate personnel.

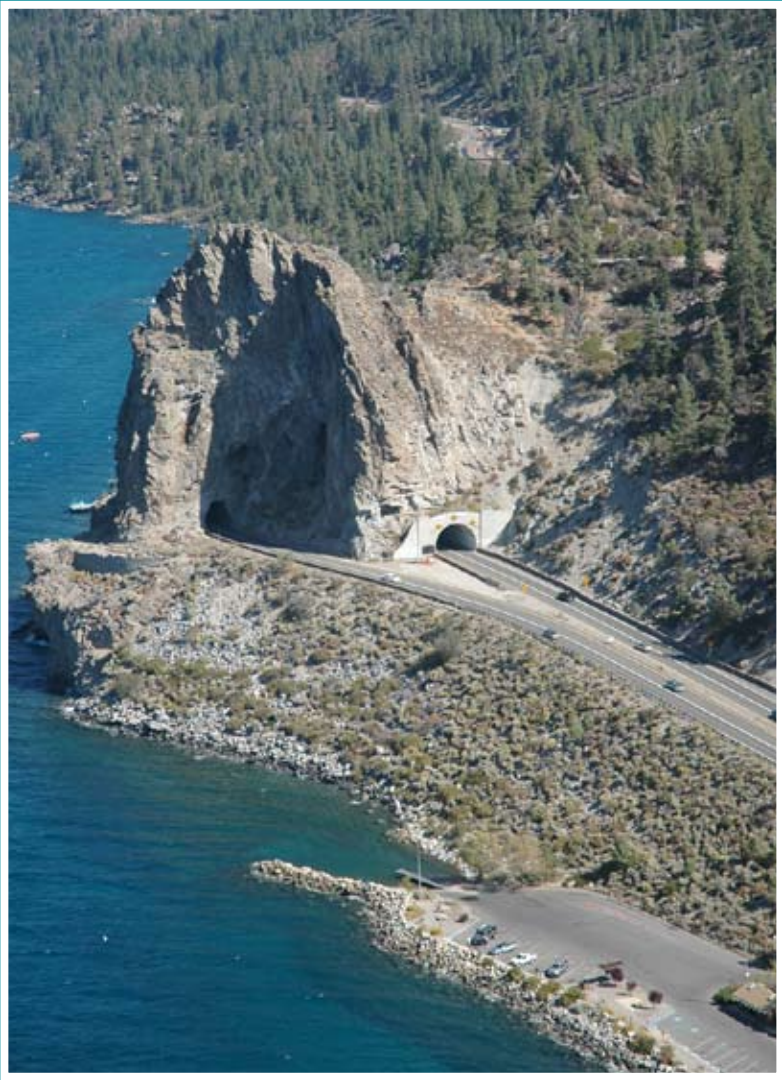
**Reduce Fatal Crashes:** Number of fatalities on Nevada's streets and highways.

**Streamline Project Delivery – Schedule And Estimate After NEPA Approval To Bidding:** Percentage of projects completed within range of established estimate and schedule after approval of environmental documents.

**Maintain State Bridges:** Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete.

**Streamline Permitting Process:** Percentage of encroachment permits issued or rejected within 45 days of receipt.

RANK	PERFORMANCE MEASURES
1	Number of fatalities on Nevada's streets and highways.
2	Percentage of employees incurring work place injuries and illnesses. Percentage of employees incurring work place injuries requiring medical attention.
3	Percentage of state maintained pavements needing annual preservation in order to maintain the pavement International Roughness Index rating of Fair or Better condition.
4	Percentage of NDOT owned bridges which are eligible for federal funding and are categorized as structurally deficient or functionally obsolete that were reconstructed or rehabilitated.
5	Percentage of encroachment permits issued or rejected within 45 days of receipt.
6	Percentage of projects constructed within established range of cost estimate. Percentage of projects constructed within established range of schedule.



Near South Lake Tahoe, U.S. Hwy. 50 travels through Cave Rock and alongside the breathtakingly blue waters of Lake Tahoe, known as the “jewel of the Sierras”.

## Nevada Department of Transportation



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